

INFRASTRUCTURE PROJECTS

General:

Infrastructure projects will be selected based on a competitive application process, with priority given to schools that are enrolled in the Resource Center, have a SRTS Plan or are working on Education, Encouragement and Enforcement programs. All infrastructure projects must be within a 2-mile radius of a school with grades K-8th. All accepted applications must comply with federal and state funding requirements. Applicants are encouraged to apply for projects which will benefit a broader area than a single school.

Infrastructure: Eligibility

Eligible Applicants:

State, regional, local, county and city government, and school districts

Eligibility Criteria:

- Projects must serve schools with students in kindergarten through eighth grade.
- Both public and private schools are eligible.
- Projects must be located within a two mile radius of the school.
- A school must be actively engaged in non-infrastructure activities (e.g. SRTS Plan, Education, Encouragement and/or Enforcement activities) and enrolled in the Georgia SRTS Resource Center.
- Projects must be within the public right of way. This may include projects on private land that have permanent public access easements. Public property includes lands that are owned by a public entity, including those lands owned by public school districts.

Eligible Projects:

Below is a list of eligible infrastructure projects. Other types of projects that are not on this list may also be eligible if they meet the objectives of reducing speeds and improving pedestrian and bicycle safety and access. Certain facilities or treatments may not be appropriate for every location or roadway type. All infrastructure projects must meet GDOT and AASHTO design guidelines or approved variance. See the GDOT Pedestrian Guide for further information. For more information on any of these bicycle and pedestrian facilities and traffic calming devices, go to www.bikepedinfo.org.

- **Sidewalk improvements:** new sidewalks, sidewalk gap closures, curbs, gutters, and curb ramps, upgrades to meet ADA compliance.
- **Traffic calming and speed reduction improvements:** roundabouts, curb extensions, chicanes, speed humps, raised crossings, raised intersections, medians, median refuge island, narrowed traffic lanes, lane reductions, automated speed enforcement, vehicle speed feedback signs, and variable speed limits.
- **Pedestrian and bicycle crossing improvements:** cross walks, raised median and median refuge islands, raised crosswalks, raised intersections, curb extensions, traffic control

devices (including new or upgraded traffic signals, pavement markings, in-roadway cross walk lights, flashing beacons, bicycle-sensitive signal actuation devices, pedestrian countdown signals, accessible pedestrian signals, pedestrian activated signal upgrades and leading pedestrian indicators), and sight distance improvements.

- **On-street bicycle facilities:** new or upgraded: bicycle lanes, paved roadway shoulders, bicycle related traffic signs and pavement markings.
- **Off-street bicycle and pedestrian facilities:** multi use trails, side paths, and trail links i.e. connecting cul-de-sacs to a school or to a school route.
- **Secure bicycle parking facilities:** bicycle parking racks, bicycle lockers, designated areas with safety lighting, and covered bicycle shelters.
- **Traffic diversion improvements:** separation of pedestrians and bicycles from vehicular traffic adjacent to school facilities, and the diversion of traffic away from school zones or designated routes to a school if only, it can be demonstrated that it increases the number of children biking or walking to/from school or improves the safety of children biking or walking to/from school.

Ineligible Projects:

- Acquisition of right-of-way
- Construction and improvements of pick-up/drop-off areas, unless it can be demonstrated that it increases the number of children biking or walking to/from school or improves the safety of children biking/walking to/from school;
- Compensation for crossing guards;
- Repair of traffic lane pavement (unless it's a new or upgraded bike facility);
- Purely cosmetic upgrades or routine maintenance of existing bicycle or pedestrian facilities (e.g. sidewalks, multi-use trails, bike lanes). Note: ADA upgrades are eligible.
- School bus or bus stop related improvements.

Infrastructure: Application and Project Selection Process

Application Requirements and Call for Applications Coming in Spring/Summer 2008

General:

Georgia Department of Transportation will have a call for applications biannually. The application period will be advertised on GDOT's SRTS website (www.dot.state.ga.us/srts/), as well as through the Resource Center, mailings and mass emails. Selected projects will also be posted on the website.

SRTS Project Review Panel:

Applications will be reviewed by the GDOT Safe Routes to School Coordinator for eligibility and completeness. The coordinator will forward the applications to the SRTS Project Review panel for evaluation.

The SRTS Project Review panel will recommend funding, request more information, and propose negotiations to amend the proposed project or recommend deferral or rejection of the

applications. Project recommendations are then forwarded to GDOT's Chief Engineer and Commissioner for final approval.

The Project Review Panel shall be comprised of the following participants:

1. GDOT State Bicycle and Pedestrian Coordinator
2. GDOT Traffic Safety and Design Engineer
3. GDOT District Office Traffic Operations Representative
4. Department of Education or School Administrator
5. Georgia Department of Public Health Representative
6. Governor's Office of Highway Safety Representative
7. Local SRTS practitioner (Parent Champion)
8. Law Enforcement Representative
9. PTA Representative

Project Funding Limits:

- Applications are limited to \$500,000 per application, per funding cycle. Applications received from a project sponsor may include multiple elements (such as, sidewalks, bike lanes, and speed humps), but cannot exceed \$500,000.
- No matching funds are required – all projects are paid for with 100% federal funds.

Infrastructure: Project Management

All projects will be designed, constructed and managed by the Georgia Department of Transportation through a planning & engineering consultant(s) and construction contractor(s). **GDOT will coordinate with the local jurisdictions to ensure the project is designed and built according to the initial approved applications and concept.** GDOT will conduct all preliminary engineering, including right of way certification and environmental clearances, up to letting the project to construction. All projects will be GDOT let (i.e. local governments do not need to put project out to bid for construction).

Local Government/Sponsor Responsibilities:

- Coordinate with GDOT and its consultants throughout the design process to ensure the project is designed and built according to the initial approved applications and concept.
- Sign Memoranda of Understanding with state and/or local governments (depending on the project location) agreeing to maintain the project.
- Participate in required evaluation and performance measures